



THE FLYER

Commemorative Air Force
B-29 / B-24 Squadron

FIFFI's Front Office



Getting Ready to Work the 2017 Tour Season
February 2017



COMMEMORATIVE
AIR FORCE

*B-29/B-24 Squadron
Officer & Staff Listing*

B-29 / B-24 Squadron Directory			
Position	Name	Phone	Email
If you would like to get scheduled on a Tour Stop as a Crew Member... Contact the following:			
B-29 Personnel Scheduling Officers	Archie (Pilots) Brad/Rick (FEs) Brad/Steve (Scanners)	See below for phone#'s	See below for e-mail addresses
B-24 Personnel Scheduling Officers	Archie (Pilots) Brad/Rick (FEs) Brad/Steve (Scanners)	See below for phone#'s	See below for e-mail addresses
If you are a New Member Looking to Get Plugged In or Want to Volunteer... Contact the following:			
Volunteer & New Member Coordinator	Tim Colman	214-708-2279	tpcolman@gmail.com
Squadron Officers:			
Squadron Commander	Neils Agather	817-946-9950	vnagather@agathertx.com
Executive Officer	Tom Travis	214-763-0147	tomtravis@aol.com
Adjutant & Personnel Officer	Debbie King	469-688-1709	squadadjutant@gmail.com
Maintenance Officer	Don Obreiter	580-471-3048	obreiter@cablone.net
Safety Officer	Steve Rabroker	469-387-6439	rabroker@hotmail.com
Operations Officer	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
Assistant Ops Officer	Al Benzing	214-707-2726	albenzing@gmail.com
Public Information Officer	Kim Pardon	913-636-6250	pardonb29@gmail.com
Finance Officer	Gerald Oliver	312-953-0357	gerald.oliver@yahoo.com
Squadron Staff:			
Squadron General Manager	Brad Pilgrim	843-991-3814	bpilgrim@cafhq.org
Administrative Manager	Liz Vue	972-387-2924	evue@cafhq.org
Sr. Crew Chief	Rick Garvis	972-380-8800	rgarvis@cafhq.org
Crew Chief	Don Thurston	903-714-8037	don@donseye.info
Crew Chief	Ben Powers	214-277-3150	f14_ad@yahoo.com
Facility Manager	TBD	TBD	
B-24 Team:			
B-24 Go Team Leader	Al Benzing	214-707-2726	albenzing@gmail.com
Diamond Lil Century Club Chairman	Toni Rabroker	972-740-4601	rabroker@hotmail.com
B-24 Volunteer MX Coordinator	Steve Rabroker	469-387-6439	rabroker@hotmail.com
B-24 Flight Ops Coordinator	Al Benzing	214-707-2726	albenzing@gmail.com
B-24 Aircraft Tours Coordinator	TBD	TBD	
B-29 Team:			
B-29 Flight Ops Coordinator	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
B-29 MX Coordinator	Rick Garvis	972-380-8800	rgarvis@cafhq.org
B-29 Flight Engineer Coordinator	Rick Garvis	972-380-8800	rgarvis@cafhq.org
Stearman Team:			
Stearman Flight Ops Coordinator	Archie Taylor	817-944-3226	taylor2014@tx.rr.com
Stearman MX Coordinator	Bill Goeken	817-308-1916	wk.goeken@verizon.net
Squadron Volunteer Leaders:			
Docent Emeritus	Jack Bradshaw	214-987-1963	jackbshaw@sbcglobal.net
The "Flyer" Newsletter Editor	Kon Kelley	214-995-5184	konartist@verizon.net
Appearance Captain	Henry Borderlon	972-406-0644	pixiee@sbcglobal.net
PX Co-Captain	Rocky Smith	214-565-8562	diverock@hotmail.com
PX Co-Captain	Alma Smith	214-284-9128	alma@b29b24px.org
Social Chairman	Toni Rabroker	972-740-4601	rabroker@hotmail.com
Tours/Ride Desk/Marketing:			
Tour Manager & Scheduling	Jon Oliver	312-925-6184	aphtwarbirds@gmail.com
Ride Desk Captain	Mary Mount	209-605-4313	mgmount@aol.com
Tour Marketing Coordinator	Kim Pardon	913-636-6250	pardonb29@gmail.com

Its FUN to Volunteer

CAF AirPower History Tour

National Air Tour of Historic World War II Aircraft



“FIFA” SPRING 2017

**Phoenix, AZ
March 8-12**

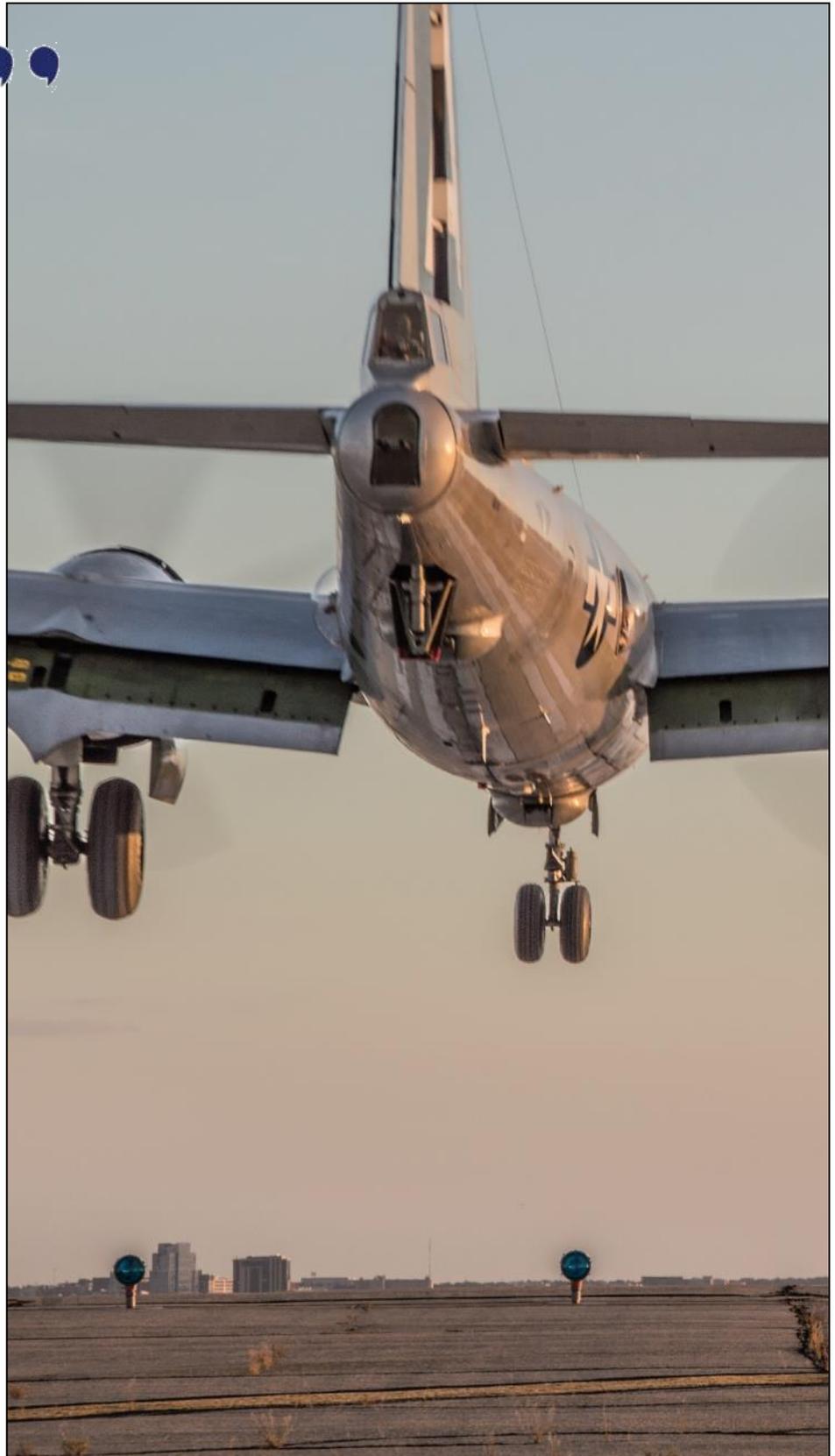
**Bullhead City, AZ
March 15-19**

**Camarillo, CA
March 21-26**

**Palm Springs, CA
March 29-April 2**

**Amarillo, TX
April 5-9**

**Reading, PA
June 2-4**



***Schedule subject to change
Check www.airpowertour.org**

Photo by Kevin Luke



In this Issue:

- Spring 2017 Schedule
- Officer Reports
- *Diamond Lil* B-24 Go Team Report
- *Diamond Lil* Century Club Report
- Member News
- Check out the B-29/B-24 Px!
- Maintenance Needed Flyer
- B-29 Ground School Pics
- Book Review: Adolf Galland reviewed by Allen Benzing
- Feature Story: “A Very Special Sword” by Konley Kelley
- Special Feature: “Did you know?” by Larry Popp
- Feature Story: “10th Mountain Division” by Konley Kelley
- Editor’s Corner
- Squadron Contact Information

A special thanks to David O’Connor and Five Oaks Motorsports Media for his photo coverage of B-29 Ground School and other Squadron events.



**Feature Story: “A Very Special Sword”
by Konley Kelley**



**Feature Story: “10th Mountain Division”
by Konley Kelley**



B-29 Ground School pics

Photo by Steve Schapiro

Squadron Report

As I write this, Rick, Don Thurston, and Ben, plus a large group of volunteers are busting their butts trying to get *FIFI* going. We ran into a landing gear issue and they have torn it apart, inspected it and re-installed it. Gear swings take place tomorrow. God-willing, *FIFI* will fly in three days and at the end of the week she will head to Arizona to start our 2017 tour.

We had a very successful Ground School. The attendance was 150. It was good to see the enthusiasm and the continued high level of interest. I think everyone reconnected and had a good time, and also focused on the serious and very difficult business of operating our aircraft. It was good to see.

Even though it seems no work is being done on *Lil*. I urge you to focus on the work being done by Ray Anderson's shop. Two engines are in the works. Once *FIFI* gets on the road, maintenance work will focus on her.

Please take a moment to think about the responsibility we all share. We have the great privilege and the enormous responsibility of maintaining, in flying condition, two extremely, extremely rare aircraft. It takes all of us. I am always struck by how deep and wide our bench is. Some aircraft have a passel of people turning wrenches, maybe also a handful of people anxious to sit at the controls and fly. But they don't have a whole squadron of people who not only turn wrenches and have excellent, current flying skills. They don't have a dedicated group of people to plan the financially supporting business plan, which includes tour stops, the press, the social media, the reserving of hotels, cars, the lining up of partnering CAF aircraft, making sure we have fuel, oil and spare parts when needed, etc. It takes all that to maintain in flying condition our two aircraft. I know right now everyone is working hard at their volunteer task, but, for a moment, take a deep bow, and acknowledge your fellow Squadron members. Static we are not. Static we are not.

See you on the road.

Neils Agather
Squadron Leader



Photo by Chris Brown

Executive Officer Report

It was very nice to see such a large turnout at B-29 Ground School in February. Your dedication and enthusiasm is what makes all this possible.

Thanks to our Squadron Leader, Neils Agather, for hosting the ground school. What a great facility he has and it was so gracious of him to allow us to use it.

The spring tour kicks off this week and we're all looking forward to a safe and successful 2017 season.

See you down the road

Tom Travis
Executive Officer



Tom Travis and Debbie Travis King

Photo by Raymond Jeffcoat

Flight Operations Report

Winter maintenance is finishing up on *FIFI* and she is planning on heading west for the spring tour. A lot of hours went into supporting this aircraft over winter break. Thanks to all who came out and helped, it is very important that you understand we can't do this without everybody's support. Also, thanks for the outstanding turn out for B-29 Ground School.



The Stearman and the T-6 will get very involved in the summer tour. Several Squadron members have deposited money to get checked out in the Stearman and T-6 in anticipation of being able to help reposition and fly ride flights with these aircraft throughout the summer. Both of these aircraft will be available for rental and check out during the month of March and April. We will go on the tour after that.

It should be a great year to be on the road with the aircraft touring and during the air show season. If you don't have the opportunity to get out on the road with the aircraft we will be working on *Diamond Lil* getting her ready for new engines,. Your help there is needed and also appreciated.

I look forward to seeing everybody out on the road this year. Once again thanks for your support helping keeping these airplanes flying.

Archie Taylor
B-24/B-29 Operation Officer



Training & Safety Report

As we work to kick off the upcoming 2017 Tour Season, there are a lot of things that come to mind, and a key word to me is “preparation.” From the day last fall when *FIFI* was pushed back into the hanger at VFM, preparation for this tour has been foremost and on-going. For example, with Crew Chief Rick, Don, Ben and all the volunteers performing the routine and unexpected maintenance, they have been doing their part in “preparation”.

This same thought or scenario can be carried over to our own personal safety. If we can prepare our thought process on safety, the same way we prepare the aircraft for service, we can greatly increase our chances for a safe tour. I know that self-preservation is human nature, but we need to exercise these instincts to be at our best.

So – I am challenging all of you to give this some serious thought and let’s make this the best and safest tour year yet. Hope to see you around the hanger or on tour.

Always remember: “IF THE JOB IS DONE RIGHT, IT IS SAFE”.

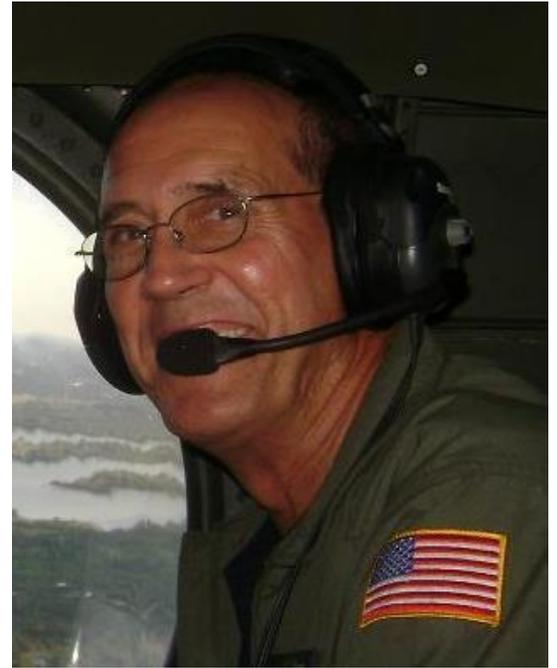


Photo by Chet Manly

PIO Report

FIFI is being a little stubborn about leaving the hangar -- so the first thing I want to say here is thank you to Rick and his crew for all of their hard work. They are the people ultimately responsible for *FIFI*'s performance and safety. That's a big job and huge responsibility. I sometimes tell people I feel like I'm watching a miracle every time I see the B-29 fly. But it is not a miracle -- it is actually a monumental achievement that involves the knowledge and passion of many.

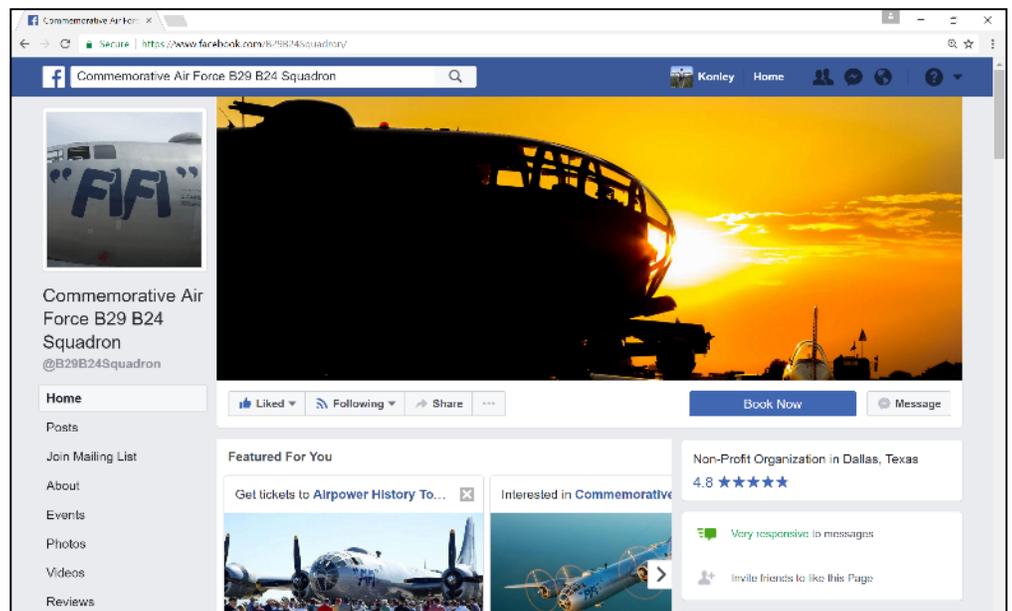
I want to make an appeal to all of you who are touring this year to please remember to take photos of anything interesting that happens at your tour stops. Our friends on social media eat those stories up. A quick photo with a short caption (with names, please) by email or text pardonb29@gmail.com or (913) 636-6250 helps us tell our story to thousands more people. Take a minute to put my contact information in your phone and thank you in advance for all of your efforts to keep us supplied with fresh news.

I am also looking for someone to help me locate WWII veterans in the cities we visit. Having the hometown heroes at the event helps us tell better stories. If any of you are interested in helping me out by contacting local veteran's organizations where we will be traveling, please let me know.

Also remember I designate the point of contact for news media covering our events. Your tour leader will know who that is and hopefully brief you. Please direct any reporters or photojournalists to the tour leader or point of contact.

In other news, USA Today called me this morning -- that always makes for a good day. :)

Kim Pardon
Public Information Officer





CAF AirPower Tour

B-29 Talking Points

- The Commemorative Air Force is a 501 © (3) educational organization.
- The Commemorative Air Force honors the men and women who built, maintained and flew these airplanes during World War II. They believe that is best accomplished by maintaining the aircraft in flying condition; taking the airplanes to the people allowing them to experience the sight and sound of the aircraft in flight.
- The Commemorative Air Force has the largest fleet of World War II military aircraft in the world. It has 167 airplanes distributed to over 70 CAF units throughout the country. The organization has over 12,000 members and is headquartered in Dallas, Texas.
- The CAF AirPower History Tour travels the country with its collection of airplanes, making as many as 30 stops during its season (March through October).
- The tour brings the sights, sounds and stories of World War II aviation to the public at large.
- The B-29 is always accompanied by the C-45 Expeditor, *Bucket of Bolts*. In addition, the tour invites as many as 6 or 7 airplanes to many of their tour stops. Those aircraft often include a P-51 Mustang, B-17 Flying Fortress, B-25 Mitchell, and training aircraft such as the T-6, PT-13, Stearman and T-34 Mentor.
- Visitors to the event can view the airplanes up close and purchase rides in many of them. Advance purchases may be made online at AirPowerTour.org.
- The B-29 Superfortress, first flown in 1942, began active service in 1944.
- The airplane is best known as the aircraft whose missions over Japan helped bring about the end of World War II.
- It was designed as a replacement for the older B-17s and B-24s with longer range and the capability of greater bomb loads.
- It was the first pressurized U.S. bomber and represented state of the art technology at that time.

DIAMOND LIL

B-24 Go Team Report

B-24 2017 Touring?

As we look at the reality of the engine replacement timeline, it becomes clear that it is not practical to plan for any B-24 events this Summer. It is possible that *Lil* could be flying for some Fall events, however, we are withholding plans on that for now.

B-24 2017 Ground School?

There is no B-24 Ground School scheduled at this time. We had a 'tentative' date of April 22nd but has been decided to NOT hold a G/S in April, or to post another date until we have a better idea when *Lil* will be flying.

Better News!

In spite of the info above, there is good news to report. Toni Rabroker and the DLCC have been doing an outstanding job raising funds – and that's what it's all about at this point. Her report follows on the next page. Thank 'Diamond Toni' when you get a chance!

Al Benzing
Assistant Flight Operations Officer /
B-24 Go Team Leader

Photo by Chet Manly





An update from Toni Rabroker *Diamond Lil Century Club* Chairperson

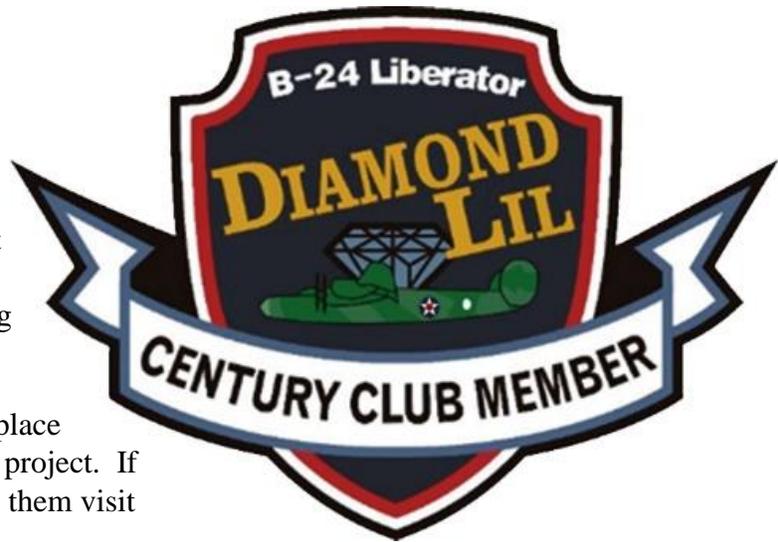
Diamond Lil Century Club

We're half-way to the third engine! Thanks to all of you who joined or renewed your commitment to the Century Club at B-29 Ground School. *Lil* took in over \$10,000 that weekend! For those of you that received a 2017 *Diamond Lil* Calendar, you can be reminded that your support is a big part of getting *Lil* back in the air.

Going forward, we plan to put a social media campaign in place to help raise the rest of the money we need to complete the project. If you know of anyone that would like to help us, please have them visit www.DiamondLil.org or contact me with any questions.

We'll keep you informed of the progress!

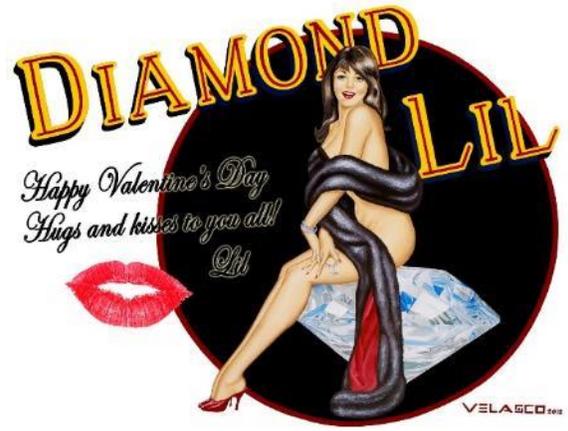
Toni Rabroker
Diamond Lil Century Club Chairman





Member News

February, 2017



<u>Dates</u>	<u>Location</u>
March 18	DEA
April 15	DEA
May 20	DEA
June 17	DEA
July	<i>No Meeting due to Oshkosh</i>
August 19	DEA Summer Ice Cream Social
September 16	DEA
November 18	Squadron Annual Meeting and Chili Cook-ff DEA
December	<i>No Meeting</i>

Dues renewal is upon us - everyone is due
 To renew please visit:
<http://www.cafb29b24.org/book>

Mail Checks to:
 B29/B24 Squadron
 C/O Debbie King
 13562 Braemar Drive
 Dallas, Texas 75234

Membership Info

If you have any membership questions, please feel free to contact me at squadadjutant@gmail.com
 Dues and new member apps can be mailed to:
 Debbie King
 13562 Braemar Drive
 Dallas, Texas 75234
 B29/B24 Squadron Adjutant
 469-688-1709



We will miss Squadron member Brian Studer. Brian passed away on February 6. Our prayers go out to his family. Blue skies our friend.

Rick Garvis
 B-29 Mx
 972-380-8800
rgarvis@cafhq.org



Steve Rabroker
 B-24 Mx
 469-387-6439
Rabroker@hotmail.com

Get your Ground School gear at the Squadron Px: <http://www.b29b24px.org/>





Check out the B-24 / B-29 Px Rocky and Alma can get you hooked up with Squadron gear



Rocky, Rocky the Flying Squirrel and Alma



FIFI denim shirts, in long-sleeve. Normally \$40 for sizes M - XL; \$45 for 2XL and 3XL. Flyer discount 20% off.



FIFI Fishing shirts, in long-sleeve. 100% cotton poplin, mesh lining, utility loops, vented back and button-tab roll sleeves. ** Lettering on shirt will be in black. ** Normally \$60. Flyer discount 20% off.



Personalized, 11oz ceramic mug with Squadron logo, *FIFI* photo and one name (10 letters max).

Normally \$20 for a *personalized* mug. Flyer discount 20% off.

CAF B-29/B-24 Squadron member discount: 35% discount. (B-29/B-24 Squadron membership will be verified.)

Order from the PX website: www.B29B24PX.org using promo code: FLYERMAR17. Squadron members use promo code: SQDMUG for the mug discount.

Alma L. Smith
CAF B29/B24 Squadron PX
2515 S. Harwood
Dallas, TX 75215
214.565.8563
alma@b29b24px.org
www.b29b24px.org



Volunteers Wanted

Vintage Flying Museum, Meacham Airport, Ft. Worth

MAINTENANCE IN PROGRESS



B-29 Superfortress



B-24A Liberator

- Mechanics
- General Maintenance
- Help around the Hangar

Contact Rick Garvis, Crew Chief
rgarvis@cafhq.org



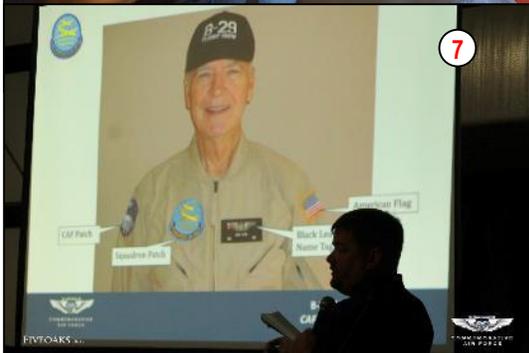
www.cafb29b24.org

B-29 Ground School



February 11-12, 2017

1. CAF President/CEO, Stephen Brown welcomes B-29 Ground School attendees
2. Jacques Robitaille instructs the long line
3. Stu Watkins covers scanner duties in the aft compartment
4. Dan Owens teaches departure and arrival
5. Cheryl Hilvert reviews cockpit tour set-up
6. Curtis Wester takes his class to the APU
7. Brad Pilgrim on proper uniform etiquette
8. Toni and Steve Rabroker address B-29 scanner vets and newbies in the break room at VFM.





B-29 Ground School - February 11-12, 2017

Photos by David O'Connor/Five Oaks





Book Review

Adolf Galland

By David Baker

Reviewed by Allen Benzing

Adolf Galland

By David Baker

Windrow & Greene Ltd; 1st Edition edition (January 1997)

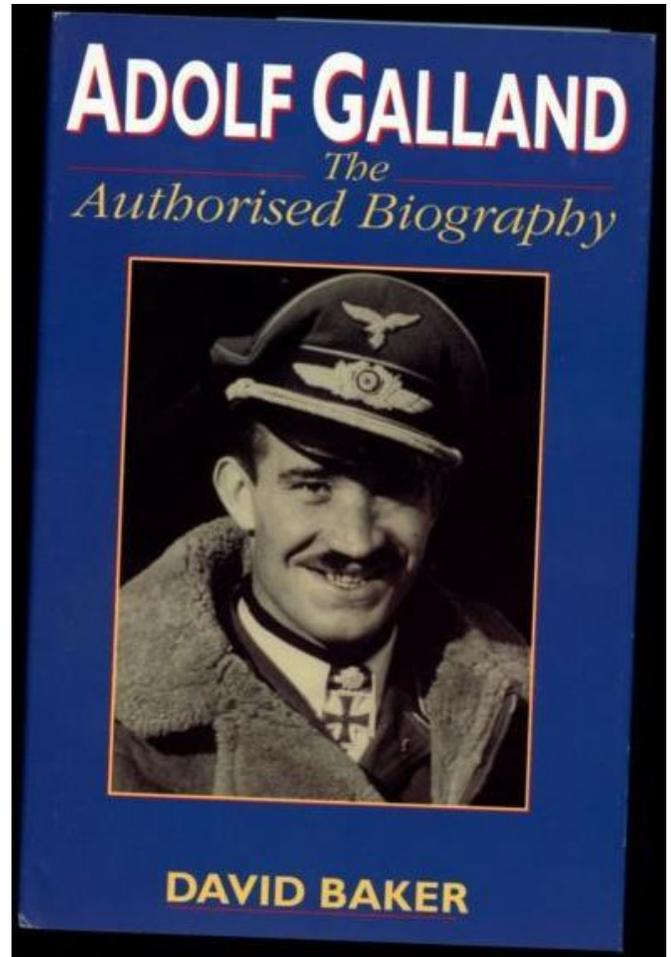
Adolf Galland's father was a German soldier in WW I. He survived, but lost 7 brothers in the war. In the 1920's, Germany was in turmoil due to heavy reparations from its aggression in WW I. The economy was in shambles with extremist political parties, including the Nazis gaining support. In spite of those conditions, and with significant difficulty young Adolf worked to get the opportunity to fly gliders. He persisted, gaining experience and skill.

Galland applied for a pilot training slot with the German Airline Luft Hansa. With 4000 others vying for the same few slots. He worked hard and excelled, earning several higher ratings. The Nazis were anxious to train Military pilots, though forbidden by the Versailles Treaty. Bit by bit he was involved in a number of courses teaching military tactics and firing live ammo. In 1934 he made the difficult choice to join the Military, but had to start at the bottom - as a Rifleman!

In 1935 he was assigned to JG2 flying their new He51A1 Biplane. During a flight to test modifications, unable to recover from a spin in time, he crashed – suffering multiple skull fractures and damaging the cornea of his left eye. A year later, on his first flight of an improved version, an Ar68, he experienced engine problems and struck a light pole on landing. He suffered a concussion and splintered shin. He was only able to return to flight status by memorizing the eyechart!

In 1937, Germany was deeply involved in assisting Franco in the Spanish Civil War, with aircraft and pilots. Secrecy was paramount, and the conditions for the pilots was very poor, but it did provide a test of German fighters. For the most part, Galland was stuck with administrative duties, but eventually flew the He51 Biplane in combat. He was fearless, flying 280 missions, all in the He51 and most against ground targets. He was prolific in modifying the aircraft and munitions by working closely with his maintainers. At the end of his year in Spain, he had a chance to fly the Bf-109 for 10 hours, though not in combat. He knew this would be a fighter to be reckoned with. The book continues in increments of a chapter for every few years, and during WW II, every few months. His flights consistently resulted in shooting down 1 or more Allied aircraft, with him rarely being in enemy gunights. Experience, training and natural ability kept him alive and moving rapidly up the ranks. He never shied from a fight – always eager to fly and attack.

He was involved in the Battle of Britain, which was the Nazi attempt to destroy the RAF and bomb England into submission, allowing an invasion. Sea Lion was poised for October 1940, but the RAF continued to repel the



Luftwaffe with gritty Spitfire and Hurricane pilots, very effectively using newly developed radar and a very disciplined command & control system.

For Galland, it was a frustrating experience to see the inept planning which Goering was responsible for. German losses eventually led to a cancellation of invasion plans.

In time, the British switched from defense to coming across the Channel in offensive Bomber raids. These continued to build into massive bomber missions, the US in the daytime, the Brits at night to decimate German cities and strategic targets. Cities were considered 'fair game' after Germany bombed London. Soon Allied bombers were bombing Berlin and many other targets in Germany.

German fighter pilots rarely had a break, flying 4 or 5 missions a day, every day that weather allowed. Most were interested in fighting for Germany, and not the Nazi Party. They fought until they died, and they died at a high rate. Soon, the replacement pilots were arriving with little training and dying within a few missions.



Galland in the cockpit of his BF-109E during the Battle of Britain

Galland became the head of the Fighters in the role of 'Inspector'. Frantically working to organize and train fighter squadrons and build more Bf-109s. He was constantly at odds with Goering, who seemed to have no idea what was going on, what would work or how to effectively use his resources. The 'battle' was always about building Bombers vs Fighters. Goering would frequently go on extensive 'rants' or write demoralizing memos, excoriating his fighter pilots for being cowards. Meanwhile the pilots were flying to exhaustion and being shot down and dying by the thousands.

Galland had a number of extensive meetings/planning sessions with Hitler. He was initially enamored with his charisma and force of personality, but later found him to be nonsensical. As the War became more dire, Galland pushed hard for more fighter production, assembling resources for a massive counter to the bombers. His efforts were for naught, as Goering subverted his plans by siphoning off fighters for a high risk venture – having them fly low-level missions in terrible winter weather against Allied troops. Losses of their most experienced pilots was very high, stripping the fighter corps of their leadership.

Goering eventually tried to have Galland charged with treason and executed. Only a fortuitous phone call from his mistress to a confidante of Hitler brought a halt to Goering's plans. By now Galland was replaced as head of the Luftwaffe, but at his request was given command of the new Me-262 jet fighters. Here too he was constantly at odds with Hitler and Goering over the role of this aircraft. Hitler demanded that they be used as bombers, and Goering was unable or unwilling to change his mind. It was only very late in the war, and incrementally that the aircraft was used more or less as a fighter – with deadly effect.

The politics of the Reich were fraught with peril. No one was safe from betrayal, as the Gestapo/SS was ruthless with torture and intimidation. For most of the war the SS was not involved with Luftwaffe – though their tactics were known and despised – but as Germany crumbled, and especially after Hitler's suicide, they were relentless in rooting out suspected deserters. Shooting and hangings of German military men became common.

With Hitler's demise and the war clearly lost, Galland's great fear was the Russians. He was convinced they would over-run Europe without American intervention – with the help of the Me-262 squadron. At great risk, he sent documents to the American General near Munich to offer his jet fighters and pilots intact to attack the Russians. The American response was that total surrender was required, therefore Galland ordered the jets to be destroyed.



Galland's personal ME-262

Galland was wounded during his last mission, after shooting down numbers 103 & 104. He was attacked by a P-47 and barely survived flying his Me-262 back to base, which was being strafed by P-47s. He was still in the hospital when German surrendered. He had told the American General where he could be found.

He was interrogated in Germany and England very extensively. Although he was questioned very specifically about actions that might have placed him at risk for war crimes, the judgement was that his knowledge and actions did not warrant being charged.

Over the span of 18 months he essentially 'wrote a book' on the operation of the Luftwaffe. Few actual records survived the war, but he had been extensively involved in the policies and operation, so was able to recall much of the detail.

After his release, he briefly returned to his home, but soon took a job in Argentina, helping the Peron government develop their first fighter. This lasted two years, and other offers came in to help rebuild Germany's air industry.

He settled in Germany, eventually building an imposing Chateau, similar to what Goering boasted during the war. He was in high demand for aviation consulting and speaking. He traveled the world, becoming involved with many aviation organizations, including the CAF. One of his highlights was to buy a Beech Bonanza, on his 50th Birthday. He was married several times, finally fathering a Son when he was 54.



Galland with RAF ace, Douglas Bader (1965)

After living a full and improbable life, he died with his wife, son and daughter at his side February 9, 1996 at age 83. He is buried at St Laurentius Catholic Church in Oberwinter, Germany.



Feature Story

“A Very Special Sword”

By Konley Kelley

The story of S/Sgt. William E. Dunn was first published in the January, 2015 issue of the *Flyer* in the Volunteer Spotlight on Squadron member, Tom Bailey. Tom mentioned his uncle, S/Sgt. Dunn's, WWII encounter with a Japanese naval officer who surrendered his sword after William and others were picked up from the sea following a harrowing bailout from a B-24. Tom was very close to his Uncle but never heard this story until it was shared by his Aunt who had the sword and offered to give it to Tom. Tom now has the sword. I visited with him the other night and had an opportunity to see this remarkable artifact. Let's revisit the story again.



Tom Bailey

Tom Bailey's father, Jim Bailey grew up with William Dunn in Owego, NY. They attended the same high school and married sisters Sara, to Jim, and Alma, to William.

When war broke out, William enlisted in the USAAF. He did his basic in Atlantic City, NJ and the first of his advanced training in Redding, PA. He hoped to become a pilot. He was deemed too tall to train as a pilot and became a gunner in a B-24 manning the waist, tunnel and tail gun. Fighting in the Pacific, William served with the same crew throughout the conflict. When Emperor Hirohito surrendered on August 16, 1945, William was based in the Philippines. Four days later, his crew was ordered to transport Japanese POWs to Okinawa.

Enroute, two engines failed and the captain ordered the crew to bail out. William grabbed parachutes for the POWs and made sure they got out safely. As the last man aboard, he strapped the only remaining chute on himself and jumped. William went to pull his rip cord and it was not there. He had put his chute on upside down. After locating the rip cord, he upended and hit the water safely albiet head first. He freed himself from the chute and joined the POWs and his crewmates treading water on the surface and strung out over several miles.

He waited five hours before seeing a mast on the horizon. A man-of-war was approaching – with Japanese markings. In the chaotic days since the surrender, not every Japanese received news of surrender and others refused to comply. William and his crew had no idea if the Japanese sailors would be friendly or hostile.

As the survivors were picked up, they were segregated with the Japanese POWs being tended by the ship's crew and the American flyers being isolated on another part of the deck. William being the last survivor pulled from the water was ushered over to his fellow crew members. William noticed some of them pointing at him while speaking to what he assumed was the ship's captain. A few moments later the captain approached, unbuckled his sword and presented it to William along with his ship. The POWs told the captain William had saved their lives. In a war fraught with horrific acts against fellow man, the POWs did not expect to be shown mercy and a former enemy to put their lives before his.

The Japanese captain asked William what heading. The ship sailed for Okinawa. Because of the unique circumstances, William was granted possession of the sword.

He also harbored intense guilt. A few of the POWs did not survive the bailout. William blamed himself assuming these men probably froze after bailout and wondered if he could have done anything to prevent this from happening before they jumped.

William's plane was reported missing. Alma's father knew but kept the message from her. He was very protective of his three daughters. One of William's first actions after making port at Okinawa was to write a letter to Alma. He returned home with the sword, American flag, medals and an impressive service record. William never spoke of the war to Tom's father or any relative. Only Alma knew of William's missions and the existence of the sword. The sword and other items saved from the war were stored in the garage. William finished college and had a long career with IBM before he passed away.

Tom and his wife visit his brother and Aunt Alma in Florida every spring and spend Thanksgiving in the fall. His aunt, now 96 years old, told Tom about William's mission and the sword. Knowing Tom's passion for WWII history, she offered the sword to Tom. He found it wrapped in dry cleaner plastic in the garage and brought it back to Dallas. It has been authenticated.

Tom is not sure what he plans to do with this amazing piece of history. He has been told to preserve it in the condition he has it now. It is amazing to see and touch the sword. I got chills.

I have a proposition and Tom is good with it. Let's hold a Squadron meeting and invite members to participate in a "show n' tell." Tom has offered to bring the sword. We are positive other Squadron members have items from relatives or their own military service they would like to share. We can give everyone open mic time to describe what they brought to the meeting. If everyone likes the idea, we can get with Squadron Social Chairperson, Toni Rabroker and make plans.

Tom's Uncle William's act of compassion to his former enemy is a story to be shared and the sword is testimony to his memory. Lest we forget.





Special Feature: “Did you Know?” By Larry Popp

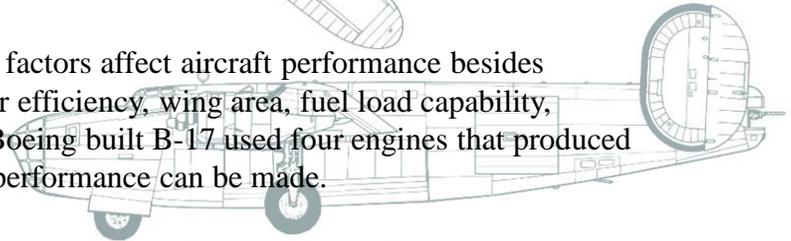


Did you know the Consolidated B-24 (*Diamond Lil*) was the first US bomber built that used a nosed wheel landing gear configuration rather than a tail wheel? Also, the engine and the engine nacelles used on the B-24 were the same used on the Consolidated built PBV Catalina twin engine amphibian airplane.

How many hydraulic actuators are used to operate the B-24 flaps? A reasonable guess would be 4 or 6. However, the Fowler type flaps used on *Diamond Lil* are moved by a cable system powered by a single (one) hydraulic actuator. It is located on the aft side of the left wingspar and can be seen from the cabin by shining a flash light on it

The wing used on the B-24 is often referred to as “The Davis Wing”. It has a high aspect ratio and an air foil shape designed by a free-lance aeronautical engineer in the year 1937. David R David was not content using the air-foil data recently produced by the National Advisory Committee for Aeronautics (NACA). FYI: NACA preceded NASA – National Aeronautics Space Administration. He developed his own airfoil shape and convinced the Consolidated Aircraft Company to conduct tests in the wind tunnel at the California Institute of Technology (Cal-Tech). The results were sporadic and more tests were required. The final resulting airfoil/wing shape was adopted by Consolidated and used on the B-24.

So how did the Davis wing perform? Many other factors affect aircraft performance besides airfoil shape and aspect ratio-for example propeller efficiency, wing area, fuel load capability, etc. However, both the Consolidated B-24 and Boeing built B-17 used four engines that produced 1,200 horsepower each and some comparisons of performance can be made.



	B-17 Flying Fortress	B-24 Liberator
ENGINES	Wright R-1820, 1,200 horsepower	Pratt & Whitney R-1830, 1,200 horsepower
MAX SPEED	287 mph	300 mph
MAX RANGE	2,000 miles	2,850 miles
CEILING	22,100 ft.	32,500 ft.
WING SPAN	103 ft., 9 in.	110 ft.
WING AREA	1,420 sq. ft.	1,048 sq. ft.
BOMB LOAD	17,640 lbs.	8,800 lbs.

The B-24 could fly faster, higher and further but the B-17 could carry a much heavier load of bombs.

The Davis Wing was not incorporated in any later, faster aircraft since it had a relatively thick airfoil shape. The high drag generated by shock waves at these faster speeds made this airfoil obsolete.

Did you know that our B-29 *FIFI* did not have a “Norden M-1” bomb site on board when the CAF flew it from China Lake to Harlingen, Texas for restoration? Entertainer, Tennessee Ernie Ford, a bombardier on the B-29 in World War 2, donated the bomb site he had. It is the one aboard *FIFI* today

While on tour with *FIFI* out of Norfolk, Virginia, some of us rented a car and drove to visit the Wright Brothers Memorial at Kitty Hawk, North Carolina. It was very impressive to see the wind tunnel, dozens of hand- made airfoils used in their wind tunnel, and the actual location where the first flight was launched on December 17, 1903. It was then that I learned for the first time that Orville and Wilbur actually made four flights that day.



They took turns piloting “The Flyer”. Orville made the first flight of 120 feet in length then Wilbur flew a flight of 175 feet. Orville then flew 200 feet. The last flight was flown by Wilbur which lasted 59 seconds and he flew 852 feet! They surely realized that day they had produced a machine that would actually fly. One leaves the memorial site with a huge feeling of awe realizing the amount of work and perseverance necessary to produce these flights. And it was just the beginning. “Everyone Flies!”



Robert, Dave and Larry.



Feature Story

“10th Mountain Division”

By Konley Kelley



I haven't downhill skied in 30 years. Growing up north of Fresno, CA, I skied in the Sierras in my youth and got pretty good at it. I did some cross country skiing while attending Fresno State but that about did it for me. Starting a career and moving to Texas put any thoughts of hitting the slopes way down on my priority list.

I married Whitney Kelley in 1994. As newlyweds, we lived in LA and moved to Dallas to raise a family. Whitney's older brother, Barry, took a job in Colorado. We've been to see him a several times but usually the brevity of our trips and lack of cash made any thoughts of a ski excursion impractical.



Barry and Kurt on the slopes at Arapahoe Basin, CO.

This February, we did a road trip to Evergreen, CO to see Barry and his wife, Donna. My son, Kurtis, was recruited by the University of Northern Colorado in Greeley, so we decided to come up for a campus visit. We also wanted to ski. Kurt got his first lesson. I joined my brother-in-law, an expert skier, for some runs. He was patient with me while I got my ski footing again and as I tired so quickly from the elevation.

He took us to Arapahoe Basin. Arapahoe Basin sits at 10,800 ft. on the continental divide. The summit is at 13,050 ft. It was the first ski resort founded in CO in 1946. Barry knows I am a WWII history buff. Thanks to him, I was about to learn all about the 10th Mountain Division, an elite WWII ski unit that trained in the

Rockies and fought in some of the most challenging mountain terrain in the war. We owe a debt to the 10th, not just for their bravery in WWII, but their postwar contributions to the ski industry, outdoor recreation and conservation. They are a shining example of our Greatest Generation which, in the sky or on terra firma, left their indelible stamp on much of our technology, industry and culture in wartime and peace.

Barry showed us [Fire on the Mountain: The Story of the 10th Mountain Division](http://www.gageandgageproductions.com/fire_on_the_mountain). It is an award-winning documentary released in 1996.

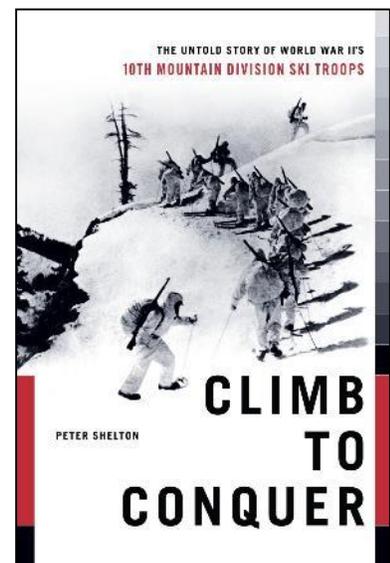
http://www.gageandgageproductions.com/fire_on_the_mountain

There are many books about the 10th. I have one on order, [Climb to Conquer: The Untold Story of the WWII's 10th Mountain Division Ski Troops](#), By Peter Shelton. Actor/Director, Robert Redford is adapting this book for a feature film.

I also swapped e-mails with Alan Henceroth, COO of Arapahoe Basin. He sent me several links about the 10th which I will include at the end of this article.

Origins of the 10th Mountain Division

In 1939, after learning of the successful resistance of Finnish soldiers on skis during the Soviet Union's invasion of Finland, Charles Dole, President of the National Ski



Patrol in the U.S. lobbied the war department for a similar unit of troops – men who could fight in winter and mountain warfare. The U.S. Army Chief of Staff, George C. Marshall agreed and the platoon-sized Army Skill Patrol was formed in 1940. It was also known the German army had three mountain warfare divisions. Greek mountain troops, fighting in the Albanian mountains, held back a superior but unprepared Italian forces who lost 25,000 men in the campaign. General Marshall ordered the first battalion of a new mountain division to be formed with the ski patrol assisting in the training.



The day after Pearl Harbor, the army activated its first mountain unit, the 87th Mountain Infantry Battalion (later the 87th Infantry Regiment). The national ski patrol helped recruit men for the unit, which was based at Ft. Lewis, WA. Experienced skiers were recruited from schools, universities and ski clubs rather than choosing to train troops with no skiing experience. The terrain was rugged including 14,411 ft. Mt. Rainier. Olympian, Rolf Monsen conducted the training. The unit was relocated to Camp Hale, CO based at 9,200 ft.



Photo Courtesy of National Association of the 10th Mountain Division

The 10th Light Division (Alpine) was formed in July, 1943. The division was equipped with skis, winter weather gear (white camouflage) and tracked vehicles like the M29 Weasel. Rock climbing skills were deemed essential for anticipated fighting in Italy. Soldiers were trained in Alpine and Nordic skiing, cold weather survival and various weaponry. The harsh weather conditions created a unique bond between the soldiers, of which many stated the training to be more physically demanding than the combat they later endured. The camaraderie and adventurous spirit of this elite unit led to close relationships that carried on long after the war.

In June, 1944, the division was redesignated the 10th Mountain Division and numbered nearly 13,000 men. The division deployed to Italy in late December, 1944 under command of Major General George Hays. In January, it joined the 5th army for operations in the Po Valley near Pisa, Italy.



The 10th Mountain Division in Italy

In February, the 10th was ordered to engage German positions on Mount Belvedere, the highest peak in the Apennine Mountains in Northern Italy. In the prior six months, the U.S. Army was unable to dislodge the entrenched Germans.

On February 18th, the 10th took Riva Ridge in a daring nighttime operation. The steep mountain and its 2,000 ft. cliff was covered in ice and snow. Men climbed in a single line and extreme quiet. Because the Germans believed the climbing conditions to be impossible, no patrols guarded against the American advance. The 10th ambushed the Germans and secured Riva Ridge with minimal casualties.

The final assault on Mt. Belvedere would prove to be very different. The terrain was heavily mined and fortified with machine guns and mortars. Nearly 1,000 10th soldiers would die taking the mountain.

The 10th advanced to the north of Mount Della Spe and returned to the Po Valley attacking and liberating numerous Italian cities against heavy German opposition. After the Germans surrendered in Italy on May 2, 1945, the 10th reached Nauders Austria and made contact with the U.S. 7th Army. After VE day, the 10th received the surrender of German units and screened areas of occupation.

The 10th was to be redeployed to the Pacific theater for the invasion of Japan which was belayed by the Japanese surrender. The division returned to Camp Carson, CO. In 114 days of action, the 10th had suffered more casualties (over 4,100) in the shortest period of combat of any division in the war. Among those seriously wounded was former senator and presidential candidate, Bob Dole.



The 10th in action near Pizzo di Campiano

The Legend

The 10th Mountain Division has been called the catalyst for the modern ski industry in the U.S. Surplus war ski equipment sold on the open market made skiing more accessible to average Americans. Innovations made in ski equipment included the aluminum “Head Standard” ski developed by aeronautical engineer Howard Head in consultation with 10th veterans. Ski equipment became more durable, affordable and functional.

After the war, 10th Mountain veterans migrated back to Colorado. Their love for skiing led them to found ski areas throughout the state. 10th veteran, Lawrence Jump, co-founded the first ski resort at Arapahoe Basin, nicknamed “The Legend.” It opened in December, 1946 with a single rope tow and \$1.25 daily lift tickets. Skiers reached the rope tow via an Army weapons carrier pulled by a 4-wheel drive vehicle. 10th veteran Earl Clark joined the national ski patrol and became the head of ski patrol at Arapahoe Basin. 10th veteran, Wilfred Davis designed A-Basin’s trail maps and veteran Merrill Hastings was the head of construction for the ski village.

A year later, 10th veterans Friedl Pfeifer, Percy Rideout and John Litchfield founded Aspen.

At A-Basin, the skier-day count was 1,200 in the first season. The second season the count jumped to 13,000. In 1947-48 at A-Basin, the first metal chairlifts at a CO ski resort were installed. Today, over 425,000 skiers visit the resort annually. It boasts the longest ski season of any U.S. resort with skiing possible until June.



*Lawrence Jump
Colorado Ski and Snowboard Museum Hall of Fame*



NMAH Archives: Howard Head peeking through a display of Head Skis

10th veterans also taught skiing across the country and revolutionized skiing through the design of ski runs and training techniques. The men popularized “ski town USA,” published ski magazines, and developed youth ski programs spawning thousands of winter sport competitors and Olympic athletes. Members went on to develop winter recreation programs for wounded veterans and the handicapped, found the Sierra Club, work in areas of government and social advocacy, launch the jogging craze and even found Nike.

Former 10th soldiers are credited with establishing over 64 ski areas in Colorado. Today, Skiing and snowboarding recreation contributes \$4.8 billion to the state’s tourism industry and employs over 46,000 people.



*Arapahoe Basin in 2016
Photo from Curbed Ski*

For more information on the 10th Mountain Division and Arapahoe Basin, please see these links – many of which contributed to this article:

https://www.skimuseum.net/halloffame/hall_of_fame_details.php?HallOfFameID=44

<http://mtntownmagazine.com/the-10th-mountain-division-the-ski-industry-catalyst/>

[http://www.thestormking.com/Sierra_Stories/10th Mtn Division/10th mtn division.html](http://www.thestormking.com/Sierra_Stories/10th_Mtn_Division/10th_mtn_division.html)

<http://www.coloradoskihistory.com/areahistory/arapahoebasin.html>

<http://arapahoebasin.com/>

<http://www.lastridge.com/> *Another documentary about the 10th Mountain Division my brother-in-law he recommends.





Editor's Corner

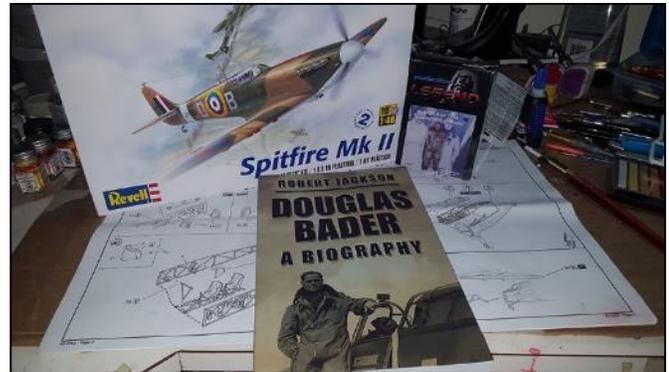
Get the story

At B-29 Ground School, I relayed a message from Squadron Volunteer Coordinator, Tim Colman. Tim and his brother Steve met a B-29 veteran on tour in the fall of 2015. S/Sgt. Erwin Fuller climbed into *FIFI* and was photographed in the crawlway to the tailgun in nearly the identical spot he is pictured in WWII. Tim intended to follow-up with Sgt. Fuller but sadly learned he passed away in December, 2016. Tim is working on a story with Sgt. Fuller's family. His message to you is to get the story. Follow-up with veteran's, veterans families and others you meet on tour. It is a rewarding experience that goes both ways. The Flyer is a great venue to print the story along with social media. Let's make this happen in 2017!



Models and men

I told Al Benzing I had another book about Adolf Galland, *Fighter General*. I also have two Galland 1:48 fighters on the model assembly line along with a figure kit that builds up to an incredible likeness of the General. I also am building my second Spitfire in the markings for Galland's nemesis, RAF ace, Douglas Bader and a figure kit to build of him as well. Happy modeling!



THE FLYER WANTS YOU!

You are welcome to contribute a story, photographs and artwork for this decades-old newsletter. If you are a veteran, please tell us your story. Squadron members continually meet veterans at the hangar, on tour and in everyday life – let us know their stories. We're also looking for contributors for "This Month in History" and news spotlighting our aircraft and members.

Thank you and
"Keep 'Em Flying!"

Konley Kelley
THE FLYER editor
konartist@verizon.net





B-29 / B-24 Squadron

Mailing Address:
PO Box 763577
Dallas, TX 75376
United States of America

Street Address:
5661 Mariner Drive
Suite 2924
Dallas Executive Airport
Dallas, TX 75237

www.cafb29b24.org
www.AirPowerTour.org
972-387-2924 (Hangar)
432-413-4100 (Ride Desk)